

AIRPORT LAYOUT PLAN FOR
CHEFORNAK AIRPORT

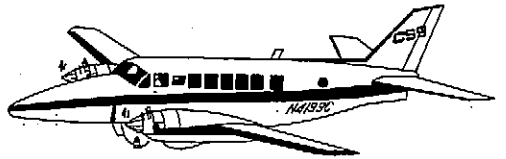
1999

DRAWING INDEX

- 1 - COVER SHEET AND INDEX
- 2 - VICINITY MAP AND DATA TABLES
- 3 - AIRPORT LAYOUT
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- 5 - INNER PORTION OF APPROACH SURFACES
- 6 - F.A.R. PART 77 SURFACES
- 7-8 - PROPERTY PLAN
- 9 - NARRATIVE REPORT

NOTES:

1. THESE PLANS HAVE BEEN PREPARED USING THE METRIC S.I. SYSTEM.
2. THE DIMENSIONING CONVENTION FOR THIS PLAN SET IN NORMAL DIMENSIONS ARE IN METERS AND DIMENSIONS IN [] ARE IN FEET.



CHEFORNAK

ST. PAUL
PRIBILOF ISLANDS

CENTRAL
REGION

BRISTOL BAY
PORT HEIDEN

DUTCH HARBOR

COLD BAY

SAND POINT

ATTU

ATKA

SPONSORED BY
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION DESIGN AND CONSTRUCTION

APPROVED
STEVE RYAN, P.E.

DATE
DESIGN SECTION CHIEF

APPROVED
PATRICIA D. MILLER, P.E.

DATE 7-7-99
ENGINEERING MANAGER

AIRPORT LAYOUT PLAN APPROVED
BY LETTER DATED: Aug 27, 1999

Barbara Johnson
AIRPORTS DIVISION
ALASKAN REGION, AAL-610
AIRSPACE REVIEW # 99AAL-033NRA

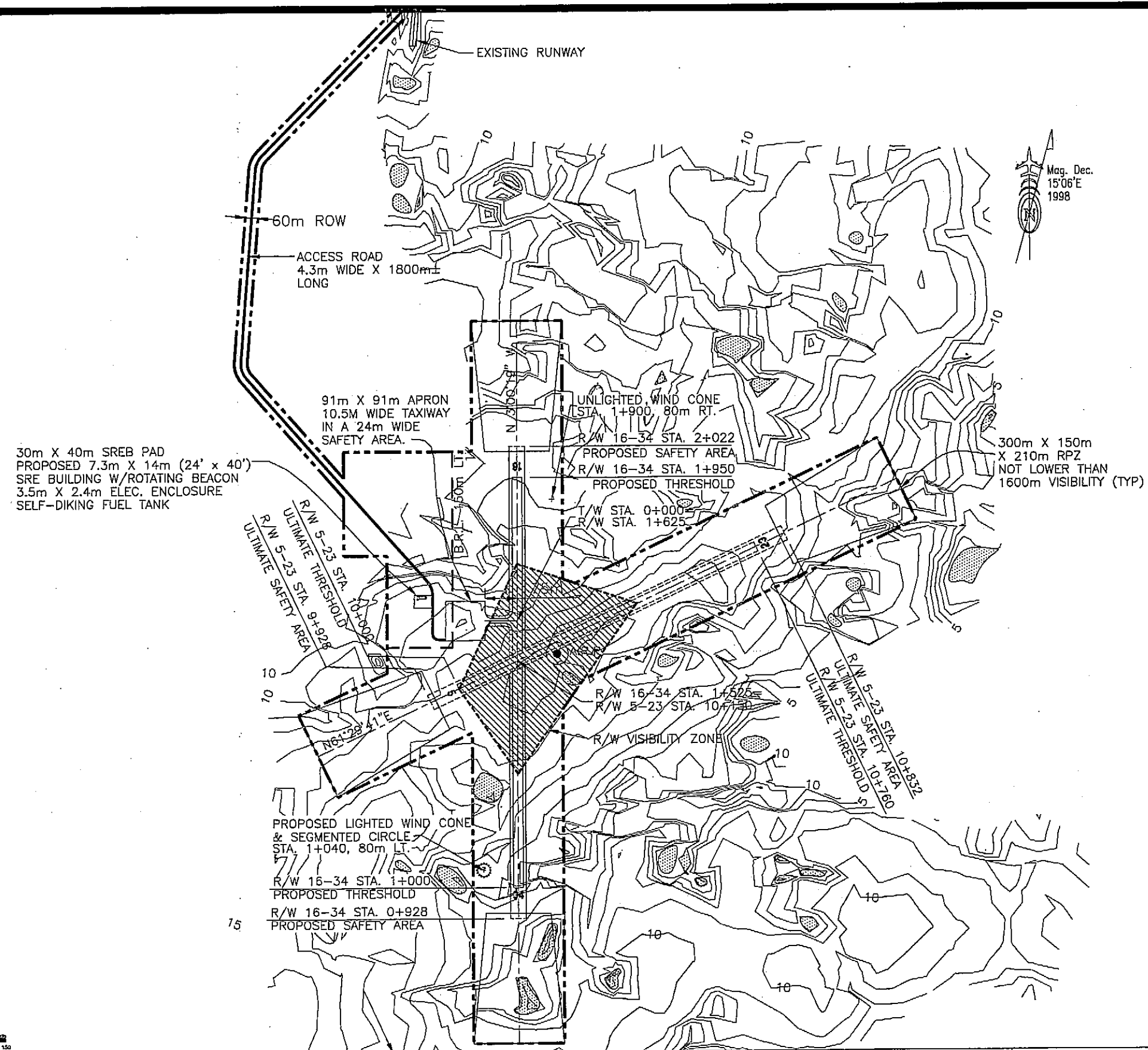
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METRIC

CHEFORNAK AIRPORT
AIRPORT LAYOUT PLAN

SHEET 1 OF 9

File: x:\air\alp\chef\chefor

Date of Last Revision: 2/22/99



NOTES
NO OFZ. OBJECT PENETRATIONS.
NO THRESHOLD SITING SURFACE
OBJECT PENETRATIONS.
COUNTOURS ARE IN METERS.
THE B.R.L. FOLLOWS THE PROPERTY
LINE EXCEPT AS SHOWN IN THE
APRON AREA.



FILE: x:\air\alp\chef\chefalp
DATE: 2/22/99

AIRPORT LAYOUT PLAN APPROVED
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Barbara Johnson
AIRPORTS DIVISION,
ALASKAN REGION, AAL-610
AIRSPACE REVIEW # 99AAL-033NRA

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

APPROVED: Steve Ryan DESIGN SECTION CHIEF
STEVE RYAN, P.E.
APPROVED: Patricia D. Miller ENGINEERING MANAGER
PATRICIA D. MILLER, P.E.

DATE 1/26/99
DESIGN PKS
DRAWN CAT
CHECKED PDM

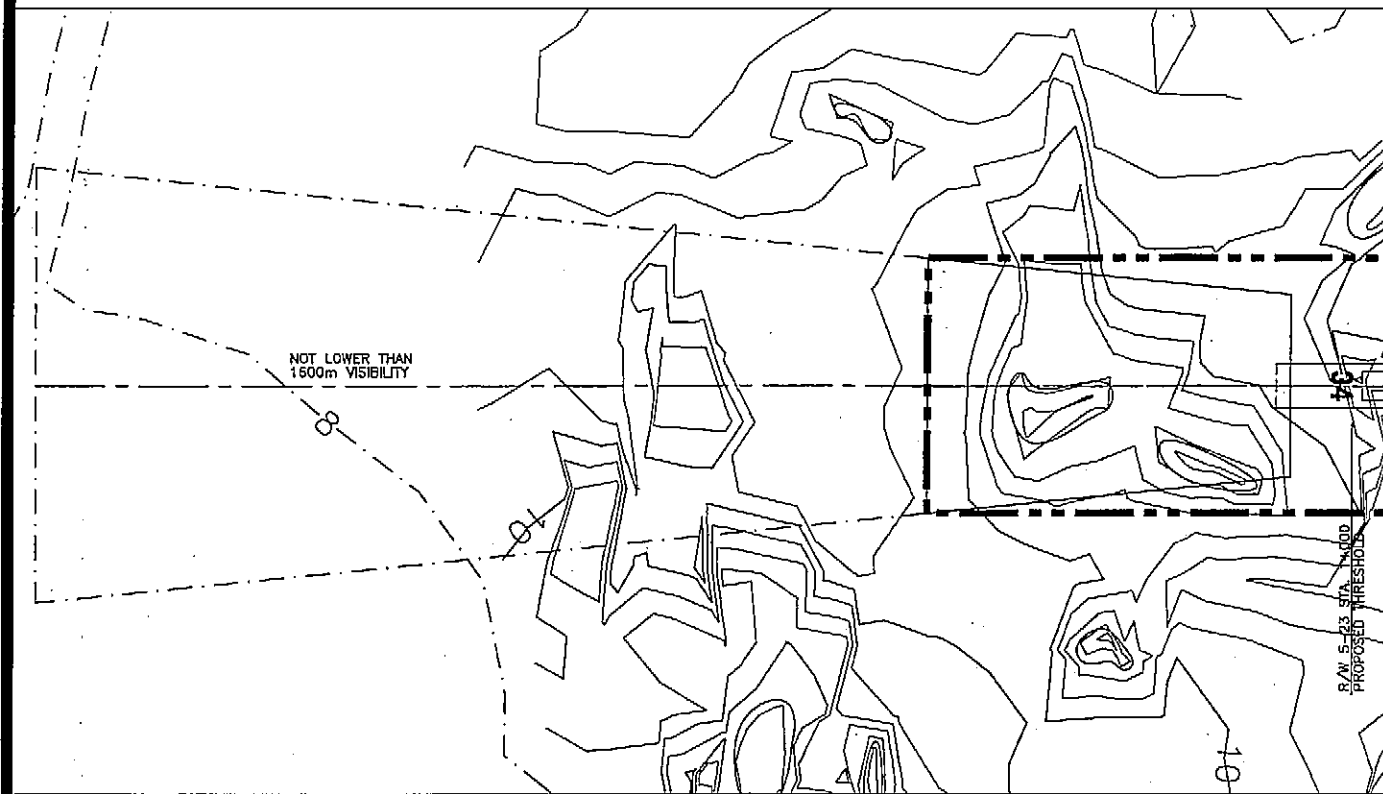
CHEFORNAK AIRPORT

AIRPORT LAYOUT PLAN

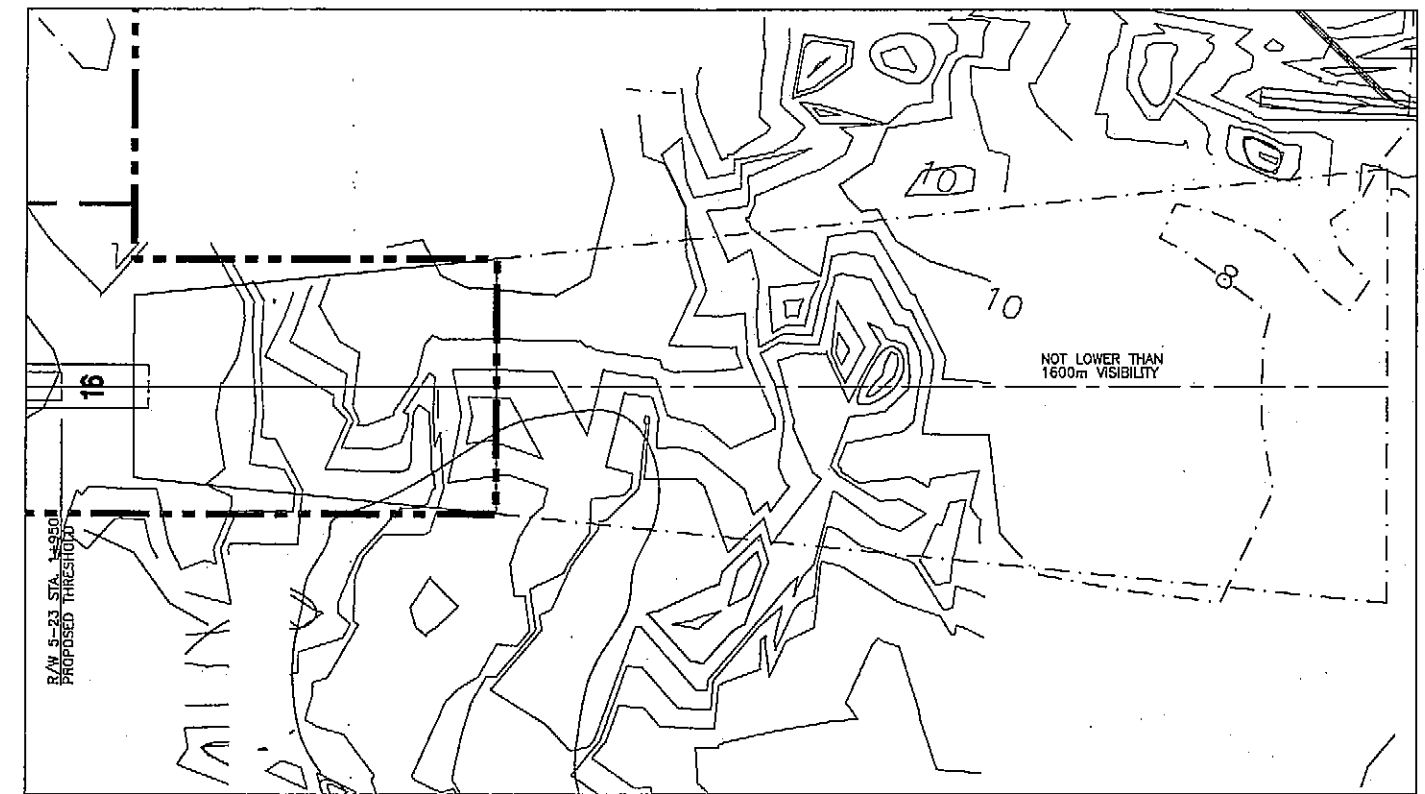
AIRPORT LAYOUT

SHEET

3



RUNWAY 34 APPROACH PLAN



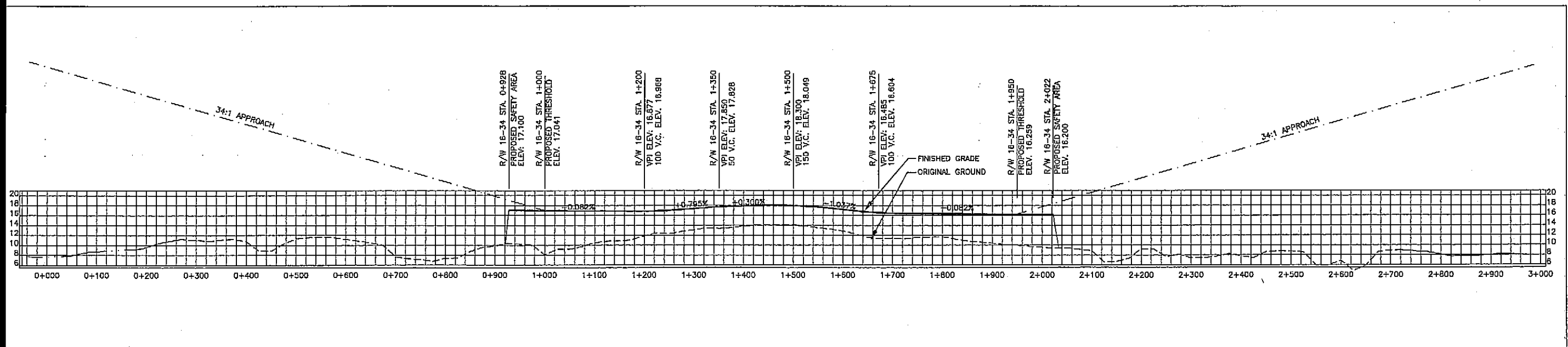
RUNWAY 16 APPROACH PLAN

ELEVATIONS ARE IN METERS BASED ON THE PUBLISHED ELEVATION FOR USC&GS MONUMENT "TERN2".


ELEVATIONS ARE TO TOP OF FINISHED GRADE.

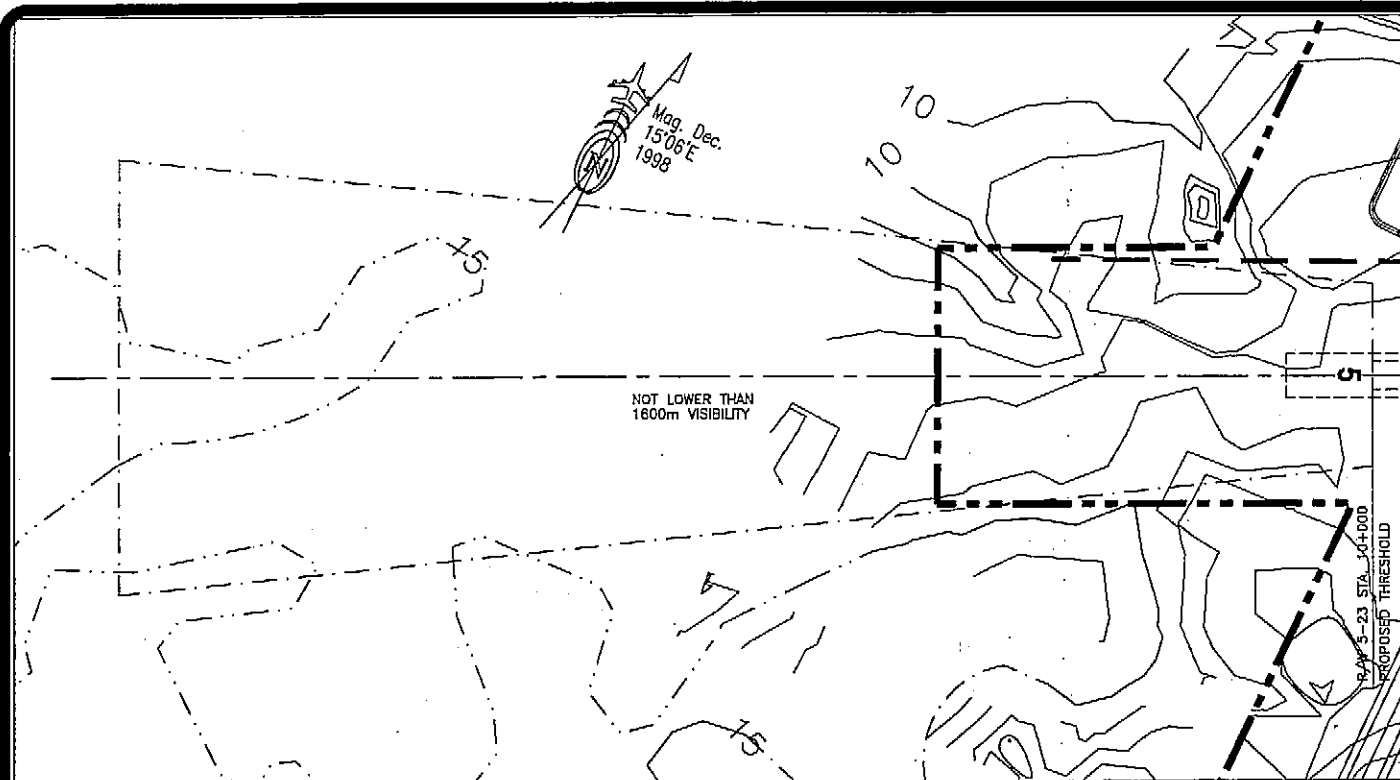
NO SURVEY DATA BEYOND THIS POINT.

THE ORIGINAL GROUND PROFILE HAS BEEN EXTRAPOLATED FROM THE USGS MAP.

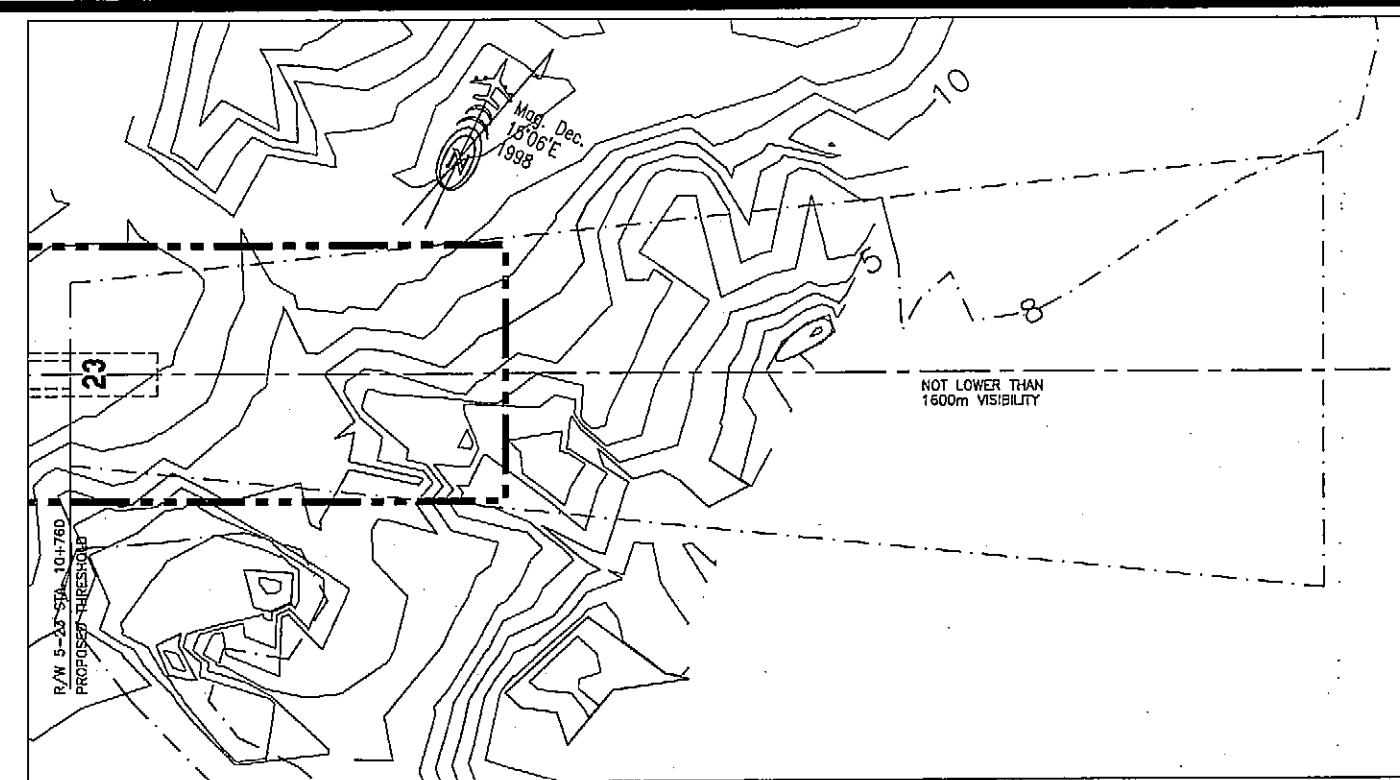


RUNWAY 16-34 PROFILE

 FILE: c:\a\101\cher\APP16-34 DATE: 2/22/99	AIRPORT LAYOUT PLAN APPROVED BY LETTER DATED: <i>Aug 27 1999</i> <i>Barbara Johnson</i> AIRPORTS DIVISION, ALASKAN REGION, AAL-610 AIRSPACE REVIEW # 99AAL-033NRA	<table border="1"> <thead> <tr> <th>BY</th> <th>DATE</th> <th>REVISIONS</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	BY	DATE	REVISIONS										STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION APPROVED: <i>[Signature]</i> STEVE RYAN, P.E. DESIGN SECTION CHIEF APPROVED: <i>[Signature]</i> PATRICIA D. MILLER, P.E. ENGINEERING MANAGER	DATE: 1/26/99 DESIGN: PKS DRAWN: CAT CHECKED: PDM	CHEFORNAK AIRPORT AIRPORT LAYOUT PLAN INNER PORTION OF APPROACHES RUNWAY 16 -34	SHEET 4 OF 9
	BY	DATE	REVISIONS															



RUNWAY 5 APPROACH PLAN

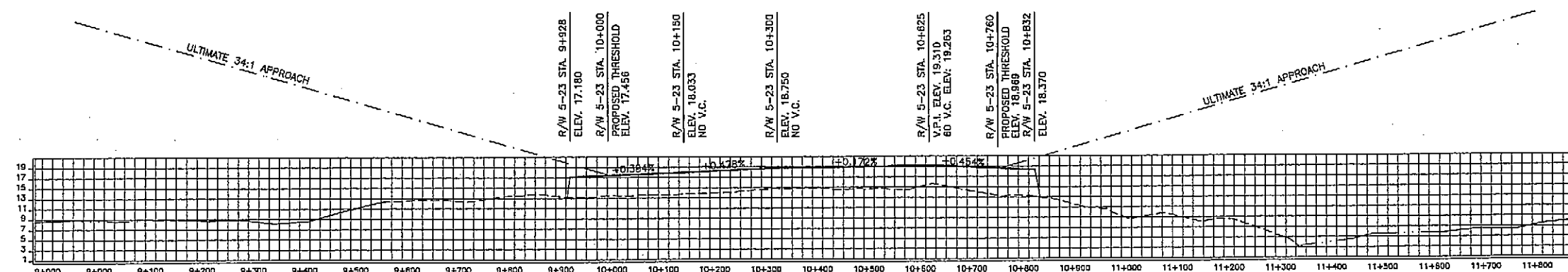


RUNWAY 23 APPROACH PLAN

ALL APPROACHES MEASURE
362.7m X 1020m.

CONTOURS ARE IN METERS.

--- CONTOURS EXTRAPOLATED FROM USGS MAP.



RUNWAY 5-23 PROFILE



FILE: c:\a\1\alp\che\APP5-23
DATE: 2/22/99

AIRPORT LAYOUT PLAN APPROVED
BY LETTER DATED: *Aug 27 1999*
Barbara Johnson
AIRPORTS DIVISION,
ALASKAN REGION, AAL-610
AIRSPACE REVIEW # 99AAL-033NRA

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

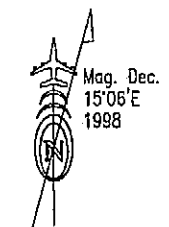
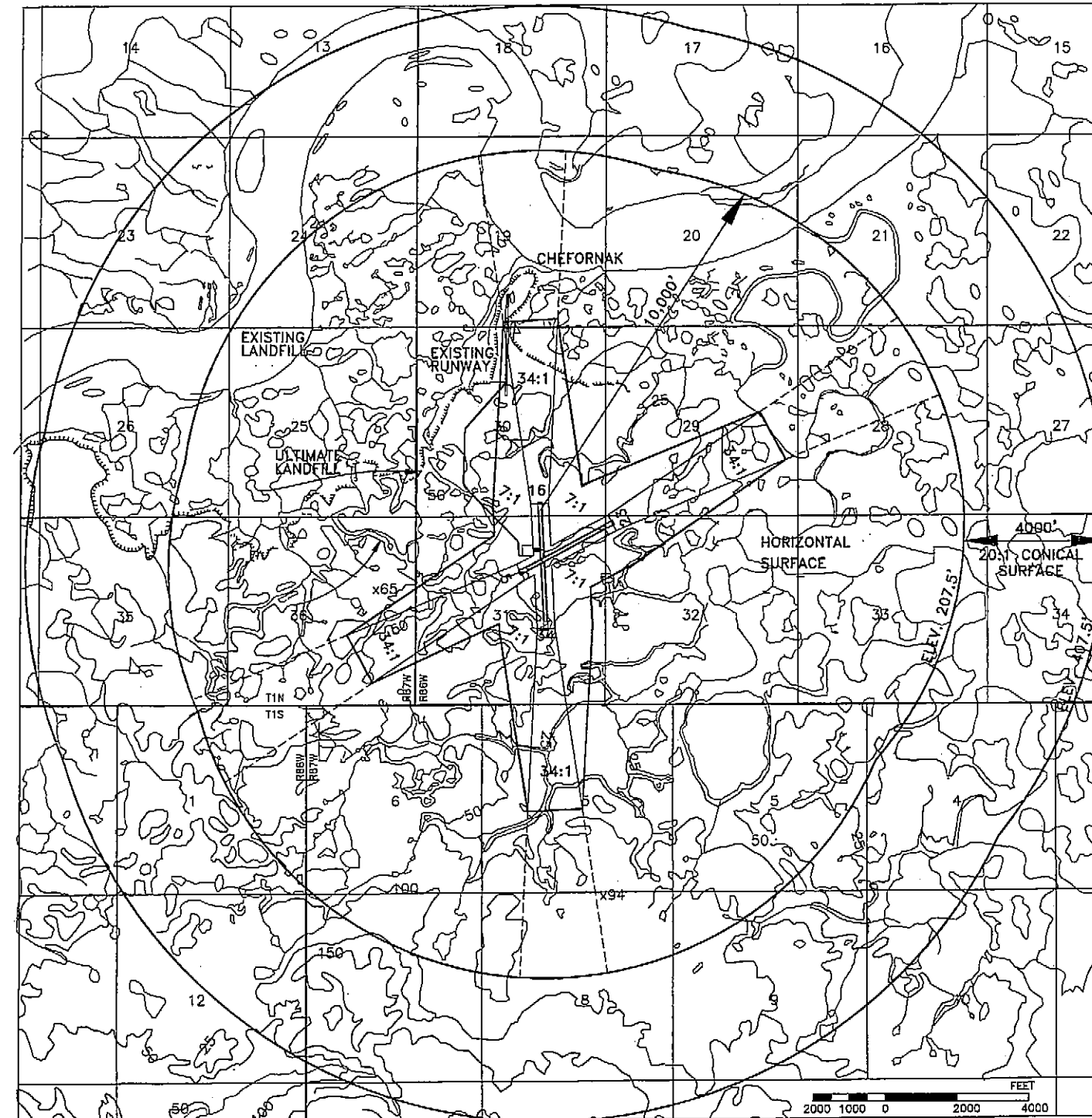
APPROVED: *Steve Ryan* DESIGN SECTION CHIEF
STEVE RYAN, P.E.
APPROVED: *Patricia D. Miller* ENGINEERING MANAGER
PATRICIA D. MILLER, P.E.

DATE: 1/28/99
DESIGN: PKS
DRAWN: CAT
CHECKED: PDM

CHEFORNAK AIRPORT

AIRPORT LAYOUT PLAN
INNER PORTION OF APPROACH SURFACES
RUNWAY 5 - 23

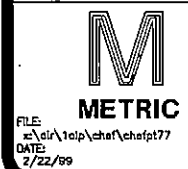
SHEET
5 OF
9



THRESHOLD ELEVATIONS IN FEET
 R/W 16 THRESHOLD ELEV. = 53.34'
 R/W 34 THRESHOLD ELEV. = 55.91'
 R/W 23 THRESHOLD ELEV. = 62.23'
 R/W 5 THRESHOLD ELEV. = 57.27'

NOTES:
 AIRPORT ELEVATION IS 57.5'
 ALL CONTOURS ON THIS SHEET ARE IN FEET.
 THERE ARE NO AIRSPACE OBSTRUCTIONS.

S 29, 30, 31, & 32
 R 86 W, T 1 N
 SEWARD MERIDIAN
 USGS QUAD BAIRD INLET (A-6 & 7)



AIRPORT LAYOUT PLAN APPROVED
 BY LETTER DATED: Aug 7 1999
Barbara Johnson
 AIRPORTS DIVISION,
 ALASKAN REGION, AAL-610
 AIRSPACE REVIEW # 99AAL-033NRA

BY	DATE	REVISIONS	

STATE OF ALASKA
**DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES**
 CENTRAL REGION

APPROVED: *Steve Ryan*
 STEVE RYAN, P.E. DESIGN SECTION CHIEF

APPROVED: *Patricia D. Miller*
 PATRICIA D. MILLER, P.E. ENGINEERING MANAGER

DATE 1/26/99
 DESIGN FKS
 DRAWN CAT
 CHECKED PDM

CHEFORNAK AIRPORT
 AIRPORT LAYOUT PLAN
 F.A.R. PART 77 SURFACES

SHEET
 6 OF
 9

NOTE: METRIC PROJECT

METRIC CONVERSION FACTORS
1 METER = 39.37 INCHES

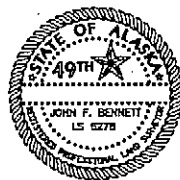
FROM	TO	MULTIPLY BY
FOOT (U.S. SURVEY FOOT)	METER	0.304800610
ACRE	HECTARE (H)	0.247105381
SQUARE FEET	SQUARE METERS (SM)	0.092903040
PERCH	SQUARE METERS (SM)	35.2335115
HECTARE (H)	ACRE	2.471053810
SQUARE METERS (SM)	SQUARE FEET	10.763910410
NOTE: HECTARE = 10,000 SQUARE METERS; 1 ACRE = 43,560 SQUARE FEET		

RIGHT OF WAY SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF ALASKA, AND THAT THIS PLAT WAS MADE BY ME OR UNDER MY SUPERVISION. I DECLARE THAT THIS PLAT IS BASED ON INFORMATION COMPILED FROM RECORD DATA AND CONTROLLED BY RECOVERED MONUMENTATION AND THAT ALL DIMENSIONS AND OTHER DETAILS ARE ACCURATE.

JOHN F. BENNETT LS-6278

Date



CONTROL POINT TABLE
LOCAL COORDINATES

NORTHING	EASTING	DESCRIPTION
686219.7163	247703.6023	CONTROL POINT 1
684965.8042	248545.5782	CONTROL POINT 2
684341.2962	247876.6334	CONTROL POINT 3
686379.4165	247020.7337	SECT. COR. 24/19/25/30
683481.3010	247103.7972	SECT. COR. 35/31/6
684725.1208	248140.1430	C/L STATION
684470.1208	247698.4700	C/L STATION (9+640)
685210.1208	246980.1878	C/L STATION (11+120)
683842.0489	248209.5793	C/L STATION (0+640)
685507.7009	248078.5526	C/L STATION (2+310)
687118.6181	248707.9566	C-1 TRS USS 4421
686963.3538	248111.7702	C-2 TRS USS 4421
687113.0832	248583.2575	USLM 4094

GENERAL NOTES

1. Basis of Bearing: A grid bearing of S 01°28'40" E between the recovered northwest section corner for Section 30, T.1N., R.86W., S.M. and the recovered southwest corner for Section 31, T.1N., R.86W., S.M. was used as the Basis of Bearings for this project. This grid bearing is based upon the inverse between protraction values for the section corners. The bearings shown are local plane bearings as oriented to the basis of bearings, and distances shown are reduced to horizontal ground distances. The minimum closure of all traverses, meets or exceeds 1:10,000.

2. The dimensions for these plans were compiled from available information including BLM surveys, DOT&PF drawings and contractor provided field survey data. Field surveys for this project were performed by PDC, Inc. between August 21 and September 4, 1997.

3. Basis of Coordinates: Coordinates are local plane coordinates based upon the record protracted ASP NAD 27 Zone B values for the northwest corner of Section 30, T.1N., R.86W., S.M. as computed from the rectangular survey plat of T.1N., R.86W., S.M. approved on 10/7/86.

NW Corner Section 30 (NAD 27)
Latitude = 60°09'20.950" N
Longitude = 164°17'45.758" W

SW Corner Section 31 (NAD 27)
Latitude = 60°07'36.950" N
Longitude = 164°17'45.758" W

4. Existing boundaries other than those between recovered monuments are based on record information and should be considered approximate. Specifically, the location of Old Chefornek Airport, which is based upon ties to recovered monuments C-1 and C-2 of Tract B, USS 4421, the record dimensions of the Townsite plat and the DOT&PF property plan for Old Chefornek Airport should be considered approximate.

5. The as-built (construction) centerline may vary from the "Design" (Proposed) centerline used to develop the property/right of way lines shown on this plan. Surveys to establish airport boundary/right of way monuments shall be based on the recorded parcel acquisition documents and verified control related to the "Design" (Proposed) centerline.

LEGEND

RECOVERED PRIMARY MONUMENT



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION-DESIGN AND CONSTRUCTION-AVIATION

APPROVED: *Steve Ryan, P.E.* DESIGN SECTION CHIEF
APPROVED: *Patricia D. Miller, P.E.* ENGINEERING MANAGER

DATE _____
DESIGN _____
DRAWN _____
CHECKED _____

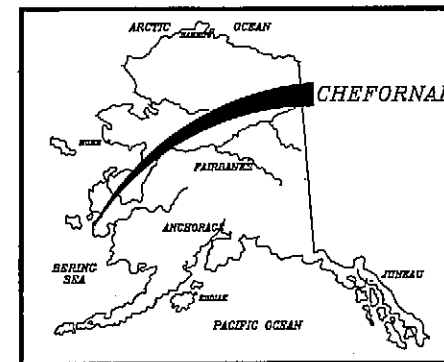
CHEFORNAK AIRPORT

51826
AIRPORT PROPERTY PLAN

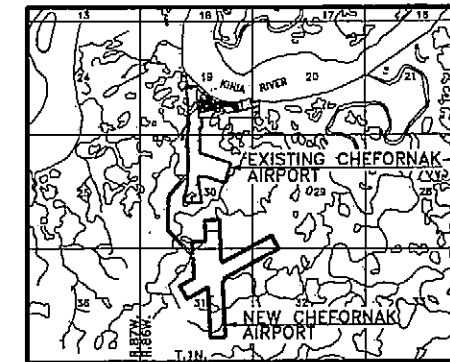
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FILE: D:\CHEFORNAK\GMT.DWG
DATE: 7/28/98

BY DATE REVISIONS

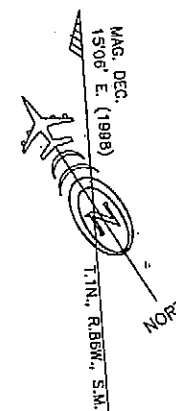


LOCATION MAP



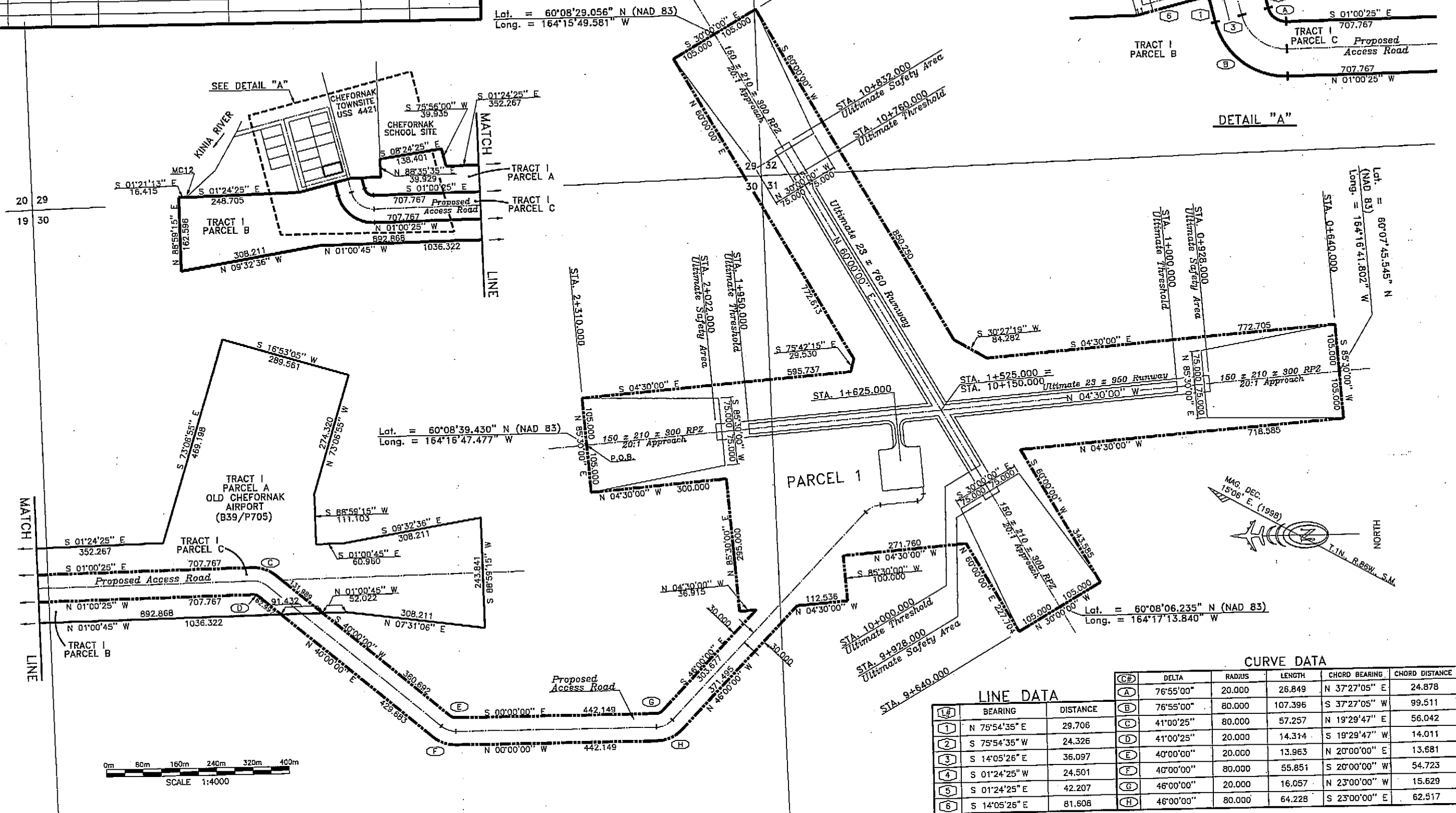
VICINITY MAP SCALE 1:50000

PROTRACTED SECTIONS 19,29,30,31,32
TOWNSHIP 1 NORTH RANGE 86 WEST
SEWARD MERIDIAN
USGS QUAD: BAIRD INLET (A-6 & A-7)



0m 140m 280m 420m 560m 700m
SCALE 1:7000

PROPERTY STATUS						
Parcel Number	Larger Parcel	Take	Grantor	Interest	Date Acquired	Acquired Under A.I.P. No.
PARCEL I	Large	80.379ha	Chefornak, Inc. (Surface) USFWS (Subsurface)			
TR I, PCL A	Large	25.475ha	State of Alaska, DOT/PF	Deed 14(c)(4)	8/16/84	
TR I, PCL B	Large	8.835ha	State of Alaska, DOT/PF	Deed 14(c)(4)	8/16/84	
TR I, PCL C		5.621ha	State of Alaska, DOT/PF	Deed 14(c)(4)	8/16/84	
TR II		0.095ha	Townsite Trustee	Deed	10/19/73	



FILE: D:\CHEFORNAK\SHZLWNG
DATE: 7/28/88

BY	DATE	REVISIONS

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION-DESIGN AND CONSTRUCTION-AVIATION

APPROVED: *Steve Ryan* DESIGN SECTION CHIEF
APPROVED: *Patricia D. Miller* ENGINEERING MANAGER

DATE _____
DESIGN _____
DRAWN _____
CHECKED _____

CHEFORNAK AIRPORT
51826
AIRPORT PROPERTY PLAN

SHEET
8
OF
9

CHEFORNAK AIRPORT LAYOUT PLAN REPORT

A. PURPOSE

This Chefornak Airport Layout Plan Narrative Report is included with the Airport Layout Plan in accordance with Federal Aviation Administration (FAA) Airport Design Advisory Circular 150/5300-13, Appendix 7. The design of this project is being done in SI (metric) units and all measurements and units are in accordance with ASTM E 380-93. The rationale for improvements on the Chefornak Airport is outlined in this report.

B. INTRODUCTION

Located in southwestern Alaska, Chefornak lies approximately 158 kilometers [98 miles] southwest of Bethel. It is located on the south bank of the Kinia River near its junction with the Keguk River within the Yukon-Kuskokwim Delta area of southwest Alaska. The local population as of 1997 is 405 according to Department of Labor's Alaska Population Overview. Subsistence use of the land's resources is supplemented by modern day amenities. Because no roads link Chefornak with other areas of the state or supply centers, the community relies almost exclusively on air transportation. Barge service from Seattle and Bethel deliver bulk items to Chefornak; all other supplies are delivered via air. Air service is the primary means for residents to travel between other communities and larger cities that offer services not available at home. Local air taxi operators serving Chefornak are based primarily in Bethel.

C. AIRPORT USE AND FORECASTS

The Alaska Aviation System Plan (AASP) has designated this airport as community class which is defined as the primary access to a small, rural community of at least 25 permanent year round residents without reliable alternate year round access.

A user survey was conducted in 1996 to obtain annual operations. Local air taxi operators serving Chefornak were surveyed to obtain this information. The data obtained indicates annual operations slightly exceed 3,300. Enplanement data (defined as passengers on scheduled flights) between 1990 and 1996 (most current data available) indicates that passenger traffic increased 46% during the last six years (from 1,816 to 3,379). This data is obtained from the FAA ACAIS Database. During this same period population increased from 320 to 387, or approximately 17%, according to the Department of Labor, Alaska Population Overview publication.

Predicting future airport operations for smaller communities in Alaska has proved difficult at best. This is because accurate records of past activities are lacking, and future traffic operations are in part dependent upon changes to the airport and potential changes in FAA regulations regarding instrument flight rules. However, because there is no other year round means of access for this community, it is reasonable to assume that aircraft operations will continue to increase concurrently with the population. The limiting factors seem to be weather, seasonally soft operating surfaces, and the runway is too short for many multi-engine aircraft. Air taxi services report strong crosswinds and low visibility as significant factors affecting air traffic. It is not anticipated that air traffic will reach the level where delays would require a parallel taxiway or runway in the next 20 years. The facility does not meet current FAA criteria for the present fleet and level of service required. The improvements listed in Stage Development are driven by safety and standards deficiencies that exist now rather than projected capacity problems.

The aircraft currently serving and projected to serve Chefornak during the planning period are listed below. This information was obtained from the user survey.

CURRENT AIRCRAFT	AIRCRAFT REFERENCE CODE
Cessna 172	A I
Cessna 182	A I
Cessna 206	A I
Cessna 207	A I
DHC-6-300 Twin Otter	A II
Piper Navajo PA-31	B I
Cessna 208	A II
Cessna 402	B I
PROJECTED AIRCRAFT	
Beechcraft 18	B I
Beechcraft C99	B I

There are no permanently based aircraft in Chefornak.

D. STAGE DEVELOPMENT

Development of the New Chefornak Airport will be accomplished in stages of near-term (0-10 years) and long-term (11-20 years). The objective of the improvement plan is to improve safety and reliability of the airport as economically as possible. This includes using low quality on-site materials for as much of the lower levels of the embankment as possible to minimize the amount of granular surface materials that must be imported. It is understood that the stages are dependent on available funding.

Near Term (0-10 years) Development:

- Construct a new 23m x 950m (75.5' x 3,116.8') gravel surfaced runway within a 36m x 1,094m (118.1' x 3,589.2') safety area. The extra 4.7m (15.5') of runway width will substantially improve wind coverage according to the wind data analysis (see Design Rationale section) at a minor cost to the overall project.
- Construct a 10.5m x 63.5m (34.5' x 208.3') gravel surfaced taxiway within a 24m (78.7') wide safety area.
- Construct a 5,551 sm (59,730 sf or 200.1' x 298.5') apron, an aviation support area approximately 30m by 91m (98.4' by 298.6') contiguous to the apron and 4.3m by 1,828m (14.1' x 6,004') access road with turnouts from the community.
- Install medium intensity airport lighting.

This will be accomplished in two projects. One will place the silt embankments and a second will surface and light the airport. A curing period will occur between the two projects during which the silt embankment material will thaw and consolidate.

Long Term (11-20 years) Development:

- Construct a new lighted 23m x 760m (75.5' x 2,493.4') gravel surfaced crosswind runway within a 36m x 904m (118.1' x 2,965.9') safety area. This is the ultimate length and will meet the FAA requirement for crosswind runway length based on 80% of the ultimate main runway length. The wind coverage on this runway alone is 80.4% while the other runway provides 87.7%. Combined coverage for both runways is 96.1%.

This may also be accomplished in two projects like the construction of the main runway allowing the local silt to thaw and consolidate before applying the imported gravel surface and installing lighting.

- Periodically re-grade and resurface the embankments.

E. DESIGN RATIONALE

Major problems affecting the use of the airport are: lack of adequate wind coverage (wind coverage based on the 10.5 knot (12 mph) crosswind component is 78.8%); the existing 12.2m x 792.5m (40' x 2600') runway is narrow and short; the apron is too small and close to the runway, the school fronts on the apron and children play on the apron and runway; and the runway surface is soft. In short the current airport does not meet current FAA safety standards for the A I, A II or B I aircraft currently using it. It is not feasible to expand the existing facility to solve these problems because of existing community development.

The approach surfaces are based on ultimate nonprecision instrument approaches assuming greater than 1 mile visibility. The FAR Part 77 imaginary surfaces applied to this airport are based on other than a utility airport at the request of Matt Freeman of FAA. This results in approach surface slopes of 34:1 and a 10,000' horizontal surface radius. However, the RPs are based on those listed AC 150/5300-13 for aircraft in approach categories A & B for visual and not lower than 1 mile. They are 300 m by 150 m by 210 m (1,000' by 500' by 700').

1. WIND COVERAGE

Wind data was collected near the existing runway by the University of Alaska Fairbanks, Water Research Center, for the period from March 1996 through June 1998. This data is shown graphically on the ALP within the wind rose. Wind direction and speed are variable enough so that optimum runway alignment based on the 10.5 knot crosswind component yields only 78.8% coverage. The resulting alignments of the main and crosswind runways shown on the ALP were selected to provide the best wind coverage given terrain constraints.

The main and crosswind runway alignments provide wind coverage as follows:-

MAIN RUNWAY AT 176° AZIMUTH		
RUNWAY WIDTH	18.3 m	23 m
CROSSWIND COMPONENT	10.5 knot	13 knot
PERCENT COVERAGE	78.8%	87.8%
CROSSWIND RUNWAY AT 60° AZIMUTH		
RUNWAY WIDTH	18.3 m	23 m
CROSSWIND COMPONENT	10.5 knot	13 knot
PERCENT COVERAGE	69.4%	80.4%
COMBINED COVERAGE		
RUNWAY WIDTH	18.3 m	23 m
CROSSWIND COMPONENT	10.5 knot	13 knot
PERCENT COVERAGE	92.2%	96.1%

The design aircraft is B I. The design dimensions of the runways are based on upgrading the airport layout to the next higher airport reference code in order to meet the minimum FAA recommended wind coverage on an annual basis.

The staged construction plan will provide a single runway in the near term, which will provide annual 13 knot wind coverage of 87.7%. This is an improvement over the existing coverage which is 78.8% on an annual basis. Actual wind coverage is probably less than this since the analysis assumes at least an 18 m (60') wide runway whereas the existing is only 12.2 m (40') wide.

2. APRON

The Alaska Aviation System Plan recommends the apron be at least 5,574 sm (60,000 sf). An aviation support area at least 30m (98.4') deep should be developed contiguous with the apron. This configuration works well to accommodate future expansion at inaccessible bush communities. The aviation support area should be large enough to accommodate at least three lease lots approximately 30m by 46m (98.4' by 150.9').

In the Assurance for Airport Sponsors, Appendix 1, Order 5100.38A (c.24; pg. 12), FAA requires the airport sponsor to make the airport as self-sustaining as possible. There are few opportunities for revenue generation at bush community airports. It is prudent to develop lease lots to grade with the apron during initial construction to keep them affordable. Construction of lots outside of the project requires remobilizing equipment and crews from outside of the community, reopening materials sources, and purchasing and barging small quantities of surfacing materials. The economy of scale is lost. For these reasons, the apron is designed to allow for five aircraft tie downs, a cargo and passenger loading area, taxiway and ground transportation itinerant parking. The latter is expected to remain low volume. This apron configuration works well for small, rural airports where one apron serves all the airport needs. It is flexible enough to accommodate future needs as well. For example, if larger cargo aircraft such as the DC-6 (Design Group III) were to use the airport the apron dimensions are large enough to allow them to taxi onto and turn around on the apron.

F. MODIFICATIONS TO STANDARDS

The runway width is based on Design Group II standards to meet the minimum FAA recommended 95% wind coverage year round. The Airport Design Advisory Circular, AC 150/5300-13, Appendix 1, Wind Analysis, states that: At locations where provision of a crosswind runway is impractical due to severe terrain constraints, consideration may be given to increasing operational tolerance to crosswinds by upgrading the airport layout to the next higher airport reference code. Using Design Group I standards, the wind study shows a need for more than two runways to meet minimum FAA recommended 95% coverage. The lack of good foundation and surfacing materials does not allow economical construction of more than two. Embankments are costly to build and maintain on tundra. All surfacing materials must be barged to Chefornak. It is impractical to construct more than two runways to provide the required wind coverage. A widened runway surface is a practical solution to meeting wind coverage requirements.

G. COORDINATION

This plan was developed from inception cooperatively with the community of Chefornak and users. Several public meetings were held in Chefornak culminating in signed resolutions from all governmental entities of Chefornak in favor of this plan.



AIRCRAFT LAYOUT PLAN APPROVED
BY LETTER DATED: Aug 27 1999
Barbara Johnson
AIRPORTS DIVISION
ALASKAN REGION, AAL-600
AIRSPACE REVIEW # 99AAL-033NRA

BY DATE REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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CENTRAL REGION

APPROVED: *Steve Ryan* DESIGN SECTION CHIEF
APPROVED: *Patricia D. Miller* ENGINEERING MANAGER

DATE 1/26/99
DESIGN PKS
DRAWN CAT
CHECKED PDM

CHEFORNAK AIRPORT
AIRPORT LAYOUT PLAN
NARRATIVE REPORT

SHEET
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